



SECTION: 6

6.1 - CLASS DESIGNATION: PRO 7

6.2 - MINIMUM QUALIFYING E/T: 9.99

The Pro 7 class is quickly becoming the main event of drag racing at CSCS. Some of the quickest Canadian Import and Sport Compact racers are showcased within this class. As the sport continues to evolve, we recognize the ongoing changes that are necessary and required to keep classes balanced while remaining as competitive as ever. Racers entering competition in Pro 7 generally have goals that exceed far beyond the CSCS podium, and with that being considered, we will parallel rules and regulations set out by those regulating bodies that formulate what the appropriate rules should be for this category of racing. The end goal is to provide a platform that racers can rely on, and utilize to get the absolute maximum performance from themselves and their cars, so that they are able to use that performance as a tool to enter/qualify for the next level of their racing careers, and beyond. Whether that being FWD, RWD, or AWD, we will continue to hold this position for the foreseeable future, and update rules as frequently as necessary. If you would like to contribute to this set of rules, reach out via email, DM at @cscsdragracing on instagram, or email us, at drag@cscs.ca. We look forward to seeing the Pro 7 racers advance during competition at CSCS, with aspirations of those racers representing Canada and Canadian Drag Racing at the higher levels, as they have throughout the past 20+ years.

6.3 - GENERAL SAFETY: Vehicle and driver must conform to & follow all general **SFI** chassis & personal safety standards

6.4 - BODY: Must have an import body, euro body, or a domestic sport compact body.
Lightweight components are limited to hood, roof, hatches, front fenders, sunroofs, wings, doors, ground effects & bumpers only. Rear quarter panels must remain steel. (Insight exempt)
Widened three-piece front ends permitted. One piece front ends prohibited.
No body parts may be removed during competition, unless approved by CSCS tech.

6.5 - SUSPENSION: All cars must utilize stock front and rear suspension OEM mounting points. (Insight exempt - front upper bolt pattern may be altered to accommodate readily available parts. Geometry remains the same) Aftermarket front control arms, rear control arms, and sub-frame connectors are permitted. Aftermarket struts and shocks are permitted. IRS-RWD cars may convert to straight axle only if it is a direct bolt in. Wheelie bars prohibited.

6.6 - TIRES: **MANDATORY** racing slick or SPEC DOT Drag Radial Racing Tire. **NO EXCEPTIONS.**
ALL tires must be in good visual condition, with no noticeable signs of excessive damage.
FWD: MAXIMUM TIRE DIMENSIONS: 25" DIAMETER & 9.5" WIDTH
RWD: MAXIMUM TIRE DIMENSIONS: 28" DIAMETER & 11.5" WIDTH OR 275/60/15 RADIAL
AWD: MAXIMUM TIRE DIMENSIONS: 25" DIAMETER X 9.5" WIDTH

6.7 - BRAKES: All vehicles must utilize four wheel braking. Secondary staging brake permitted.

6.8 - LIGHTS: Operational head lights and brake lights required. One headlight may be removed for induction.

6.9 - WINDOWS: OEM glass or minimum 1/8" thick polycarbonate (Lexan/Plexiglass) permitted.
Where Lexan is used on doors, a support frame and locking support latch must be employed.
QUICKER THAN 9.99: SFI SPEC 27.1 Window Net - MANDATORY

- 6.10 - INTERIOR:** OEM or OEM appearing dash, all other interior components may be removed.
- 6.11 - EXHAUST:** NO RESTRICTIONS
- 6.12 - ELECTRONICS:** Two-steps, data loggers, aftermarket ECU's, and engine management systems are allowed.
MASTER ELECTRICAL CUT OFF SWITCH REQUIRED WHEN: BATTERY RELOCATED OR (2007 & OLDER) = QUICKER THAN 10.99 OR FASTER THAN 135 MPH OR (2008 - 2013) = QUICKER THAN 9.99 OR FASTER THAN 135MPH OR (2013 & NEWER) = QUICKER THAN 9.00 OR FASTER THAN 150 MPH - Plastic or Keyed switches PROHIBITED.
- 6.13 - CLUTCH:** SFI SPEC 1.1 single disc or SFI SPEC 1.2 twin/triple disc clutch & flywheel assembly.
Clutch must be released by foot pedal. Clutch release assist devices or slipper valve, such as Magnus Motorsports or Clutch Masters launch control devices permitted.
Purpose built slider, adjustable, or slipper clutch prohibited for RWD vehicles.
- 6.14 - TRANSMISSION:** H PATTERN manual: Hand operated transmissions only - Strain gauge permitted - No air shifters
AUTO: Any variations of automatic transmissions permitted. Lock up converters prohibited.
SEQUENTIAL: Permitted. Must be hand operated. Strain gauge permitted - No air shifters.
- 6.15 - DRIVELINE:** **QUICKER THAN 10.99:** SFI SPEC 4.1 rated transmission housing **OR** SCATTER SHIELD.
Some exceptions apply. Verification of exception required prior to race day.
EXCEPTION: 1 - Any vehicle 2008 or newer that has NOT been modified beyond factory specs.
2 - Specifically regarding to induction; if turbo charged from factory, then scatter shield is not required. If naturally aspirated from factory, and modified for nitrous, supercharger, or turbo charger, then vehicle must be equipped with a scatter shield.
For design specs, refer to SFI Foundation Quality Assurance Specification 4.1 on their website
NO EXCEPTIONS WILL BE GRANTED OUTSIDE OF THE ABOVE GUIDELINES – STRICTLY ENFORCED
RWD/AWD: Driveshaft loop required if driveline contains any form of a u-joint
- 6.16 - FUEL:** All competitors must use fuel as designed by the manufacturer. Blending of fuels permitted.
Electronic fuel injection only permitted. Use of carburetors prohibited.
Electric & Mechanical fuel pumps permitted.
- 6.17 - POWER ADDERS:** Turbo Chargers, Pro Chargers, Super Chargers, and Nitrous Oxide permitted.
NOTE: See section 8.22 for corresponding weight B.O.P. when using nitrous oxide
- 6.18 - NITROUS OXIDE:** All application types of nitrous oxide systems PROHIBITED. All components must be removed.
- 6.19 - ENGINE:** 4/6 Cylinder or 2 Rotor ONLY. Any internal engine modifications are permitted.
Any gasoline engine type allowed. Example: V-Type 6 (45/18degree), Straight 4/6, Flat 4/6
Motor type changes (OEM/AFTERMARKET) of the same or different manufacturers, are allowed, as long as they meet weight requirements, and are of Import, Euro or Domestic Sport Compact origin.
Engine cooling system must use water only. No additive mixing. Minimum 1 litre over flow containment capacity. Systems containing coolant will not pass tech until system is drained & filled with water.
QUICKER THAN 10.99: SFI SPEC 18.1 Harmonic Balancer – MANDATORY
- 6.20 - INTERCOOLING:** Any method of intercooling permitted. Water/Methanol injection accepted.
- 6.21 - BEAM TRIPPING DEVICES:** MAX 45" forward, measured from centre of front wheel

6.22 - TURBO SIZE LIMITATIONS & CORRESPONDING MINIMUM VEHICLE WEIGHT WITH DRIVER:

FWD 4 CYLINDER: ANY TRANS – NO TURBO COMPRESSOR OR TURBINE SIZE LIMITATIONS: [2300 LBS](#)

FWD 4 CYLINDER NOTE: SOHC: DEDUCT 400 LBS --- [VW or MAZDA](#): DEDUCT 200 LBS

FWD 4 CYLINDER NOTE: IF USING NITROUS ADD 100 LBS

AWD 4 CYLINDER: Single Turbo - with max compressor inducer wheel tip diameter of **74mm** + max compressor exducer wheel tip diameter of **103mm** --- max **105mm** at back of disc: [2400 LBS](#)

AWD 4 CYLINDER: Single Turbo - with max compressor wheel tip diameter of **77mm**: [2500 LBS](#)

AWD 4 CYLINDER Single Turbo - with max compressor wheel tip diameter of **84mm**: [2600 LBS](#)

AWD 4 CYLINDER Single Turbo - with max compressor wheel tip diameter of **77mm**: [2500 LBS](#)

AWD 4 CYLINDER NOTE: SOHC - DEDUCT 400 LBS --- [AWD AUTO TRANS](#): ADD 100 LBS

MITSUBISHI OR SUBARU: DEDUCT 100 LBS --- [VW](#): DEDUCT 200 LBS

AWD 4 CYLINDER NOTE: IF USING NITROUS ADD 100 LBS

RWD 4 CYLINDER: MANUAL TRANSMISSION --- NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2600 LBS](#)

RWD 4 CYLINDER: AUTO OR DCT TRANSMISSION - SINGLE TURBO - with max compressor wheel tip diameter of **77mm**: [2300 LBS](#)

RWD SEQUENTIAL TRANS: ADD 100 LBS --- **RWD 4 CYLINDER NOTE**: SOHC - DEDUCT 400 LBS

FWD 5/6 CYLINDER: Single/Twin Turbo - NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2300 LBS](#)

AWD 5/6 CYLINDER: Any Trans - SINGLE TURBO - with max compressor wheel tip diameter of **77mm**: [2500 LBS](#)

AWD 6 CYLINDER: Any Trans - TWIN TURBO - with max compressor wheel tip diameter of **59mm**: [3700 LBS](#)

TWIN TURBO AWD 6 CYLINDER NOTE: Nitrous Oxide PROHIBITED

RWD 6 CYLINDER: Manual Transmission - Single/Twin Turbo - NO TURBO COMPRESSOR/TURBINE SIZE LIMITATIONS: [2600 LBS](#)

RWD 6 CYLINDER: Auto/DCT Transmission - Single Turbo - with max compressor wheel tip diameter of **77mm** + max T4 turbine-manifold flange (V band not permitted) : [3200 LBS](#)

RWD 6 CYLINDER: Auto/DCT Transmission - Single Turbo - with max compressor wheel tip diameter of **83mm** + max T4 turbine-manifold flange (V band not permitted) : [3350 LBS](#)

AUTO/DCT RWD 6 CYLINDER NOTE: IF USING NITROUS ADD 250 LBS

RWD SEQUENTIAL TRANS: ADD 100 LBS -- **RWD INDEPENDENT REAR SUSPENSION**: DEDUCT 100 LBS

RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of **89mm**: [2200 LBS](#)

RWD 2 ROTOR: Any Trans - Single Turbo - with max compressor inducer tip of **92mm**: [2300 LBS](#)

RWD 2 ROTOR NOTE: Nitrous Oxide PROHIBITED --- [RWD 2 ROTOR WITH SEQUENTIAL TRANS:](#) ADD 100 LBS

6.23 - CSCS TECH AND SAFETY REMINDERS:

- Cars 2007 & older: 5 point roll bar required when quicker than 11.49 ET or faster than 135 MPH (1/4)
Cars 2008 to 2013: 5 point roll bar NOT required until quicker than 9.99 or 135 MPH (1/4)
Cars 2013 & older: 10 point NHRA cert. roll cage required when quicker than 9.99 or faster than 150 MPH (1/4)
Cars 2013 & older: [SFI SPEC 25.1/2/3/4/5](#) roll cage required if quicker than 8.49 (1/4)
Cars 2013 & older: [SFI SPEC 27.1](#) Window Net Required if quicker than 9.99 or faster than 135 MPH (1/4)
Cars 2014 to 2024: 10 point NHRA cert. roll cage required when quicker than 9.00 or faster than 150MPH (1/4)
Cars 2014 to 2024: [SFI SPEC 27.1](#) Window Net Required if quicker than 9.00 or faster than 150 MPH (1/4)
Cars 2014 to 2024: [SFI SPEC 25.1/2/3/4/5](#) roll cage required if quicker than 8.49 (1/4)
- Bring ALL personal safety equipment to tech - inspection for validity required
ALL CLASS ENTRIES:
[SFI SPEC 3.3](#) NECK COLLAR UP TO 150 MPH - MANDATORY & [SFI SPEC 3.3](#) HEAD SOCK - MANDATORY
IF FASTER THAN 150 MPH: [SFI SPEC 38.1](#) HEAD AND NECK RESTRAINT SYSTEM (HANS DEVICE) - MANDATORY
[SFI SPEC 3.2A/5](#) FOR ONE PIECE SUIT, OR PANTS & JACKET COMBO - MANDATORY
[SFI SPEC 3.3/5](#) GLOVES - MANDATORY & [SFI SPEC 3.3/5](#) SHOES OR BOOTS - HIGHLY RECOMMENDED
- HELMET NOTE:** Snell 2010 is valid until the conclusion of the 2021 season. As of January 2022, this certification is no longer valid. Snell ratings are good for 12 years. We highly recommend buying Snell 2020 or newer. DOT is NOT accepted, due to these helmets not providing ANY fire protection.
- Chipped windshields should be filled immediately to prevent premature full replacement. If cracked, and the crack passes through the driver side, then the vehicle will not pass technical inspection. If the crack passes through the passenger area of the windshield, a conditional pass will be granted, and noted on drivers technical inspection card for future re-inspection.
- Engine Containment Device: MANDATORY – NO EXCEPTIONS**
Engine diaper or catch pan device mandatory. Combination of diaper and pan, highly recommended.
Two piece diapers may be used if restricted, where a single diaper cannot be utilized otherwise, within reason.
If a catch pan device is solely used, catch pan must employ minimum 2 inch high lips on all sides.
Lips should be covered or curved inward, to contain as much fluid in pan as possible when slowing down.
Catch pan must cover entire area below the complete cooling/engine/transmission of the vehicle.
Should a competitor spill excessive oil from the catch pan and debris onto the track, due to obvious negligence, they may be disqualified from further competition at the sole and absolute discretion of the CSCS tech.
REPEAT OIL DOWNS WILL BE SUBJECT TO A \$500 CLEAN UP FEE. Contact CSCS for further information or details.

FOR ANY QUESTIONS REGARDING TECHNICAL INSPECTION PLEASE EMAIL DRAG@CSCS.CA OR DM @CSCSDRAGRACING ON INSTAGRAM. DO NOT SHOW UP TO TECH AND SAY "I DIDN'T KNOW". IT IS A RACERS RESPONSIBILITY TO BE FULLY PREPARED TO RACE SAFELY AND TO CLASS SPEC. EXCEPTIONS OUTSIDE OF THE RULEBOOK ARE RARE AND IF GRANTED WILL ONLY BE UTILIZED ONCE. REFUNDS WILL NOT BE ISSUED DUE TO SAFETY OR REQUIRED CLASS SPEC NEGLIGENCE.